

# BookletChart™



## Bering Strait North

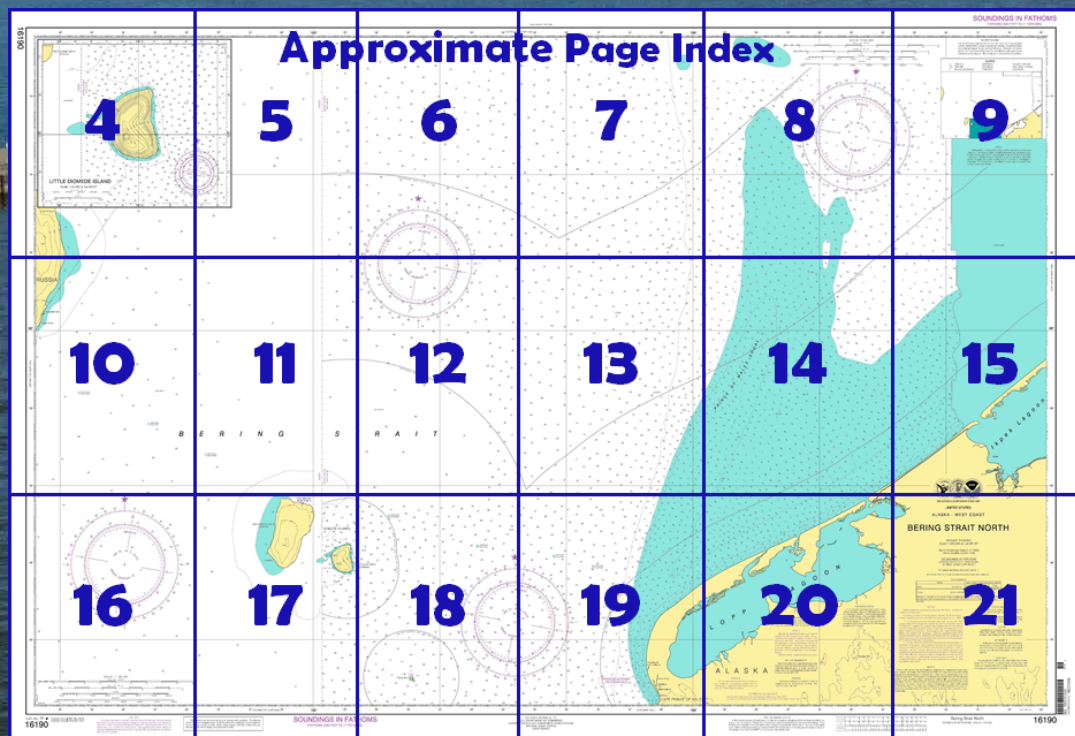
NOAA Chart 16190

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=16200>.



**(Selected Excerpts from Coast Pilot)**

**Cape Prince of Wales**, on the Alaska side of Bering Strait, is the W extremity of **Seward Peninsula**.

**Wales**, 2.5 miles NW of Cape Mountain, is at the S end of a low sandy beach which extends 4 miles N, then turns NE toward Shismaref Inlet. The village has a mission, a school, a store, and radiotelephone communication. Small planes carrying mail and a few passengers land on the beach in front of the village.

**Cape Prince of Wales Light** (65°38'01"N., 168°07'09"W.), 20 feet above the water, is shown seasonally from a skeleton tower with a red and

white diamond-shaped daymark on the beach 2 miles N of Wales. Anchorage off Wales is in depths of 10 fathoms 0.8 mile from the beach. A narrow naval **restricted area** extends nearly 4 miles due W from the beach midway between Wales and the light. Caution is advised to avoid being dragged N over the restricted area and on to Prince of Wales Shoal by the nontidal current which usually has a velocity of more than 1 knot. **Prince of Wales Shoal** is a narrow ridge of sand, covered 3½ to 5 fathoms, that extends about 35 miles NNE from the W extremity of the cape. Vessels bound S through Bering Strait should be careful not to fall too far E and be caught between the shoal and the N shore of Seward Peninsula. The shoal is unmarked because of ice conditions and the remoteness of the locality. Changing current and wind conditions offshore of the shoal often cause confused, choppy seas which may be dangerous for small craft.

**Fairway Rock** (65°38'N., 168°44'W.), 15 miles W of Cape Prince of Wales, is 534 feet high, square headed, and steep sided.

The **Diomed Islands**, midway between Cape Prince of Wales and the Siberian mainland, have nearly perpendicular sides and are without beaches; the tops of the islands are broken tablelands. The waters around the islands are deep, the bottom is mostly rocky, but varies locally from stone to broken shell to mud, and anchorage is poor. The U.S.-Russia boundary passes between the two islands.

**Little Diomed Island** (Alaska), with an elevation of 1,308 feet, is 20 miles WNW of Cape Prince of Wales and 8 miles NNW of Fairway Rock. **Diomed** (native name Inalik), the only village on the island, is midway along the W shore. A helipad is on a filled jetty W of the village. A yellow, white, and green rotating aerobeacon shows atop a cylindrical white water tank just E of the helipad when incoming or outgoing aircraft are expected. The aerobeacon is obscured between approximately 000° and 180°. Diomed has a health clinic and a native store. Very limited amounts of food and fuel are available. Mail is delivered on regular helicopter flights via Nome and Wales. A shoal extends W from the helipad toward the S end of Big Diomed Island across the U.S.-Russia boundary. Vessels approaching Little Diomed Island from the S and E may run close along the S shore, keeping in depths greater than 14 fathoms until the village is sighted, and anchor S of the shoal. Approach from E also has been made along N shore at distances decreasing from 1 mile to 0.4 mile and anchorage in depths of 17 fathoms 0.7 mile N of the spit.

**Big Diomed Island** (Russia), 2.1 miles NW of Little Diomed Island, rises to a height of 1,667 feet; close to the W shore are some bare rocks, and a light is shown from the N end. Natives report numerous uncharted shoals between the islands; passage should not be attempted by large vessels.

**Cape Dezhneva**, 19 miles NW of Big Diomed Island, is the E extremity of the mountainous peninsula at the NE end of the Russian mainland. This peninsula, which rises to a height of 2,638 feet, resembles an island when seen from the offing because of the low, marshy land back of it. The coasts of the peninsula consist mainly of dark-colored cliffs rising in jagged terraces steeply from the sea. A light is shown from the SE side of the cape. A radiobeacon is at the light. A submerged rock is a mile off the NE face of the cape. Anchorage, with good protection from offshore winds, can be found in depths of 8 fathoms both N and S of the meeting place of lowlands and mountains. Anchorage is also possible in depths of 10 fathoms, muddy bottom, E of the cape.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

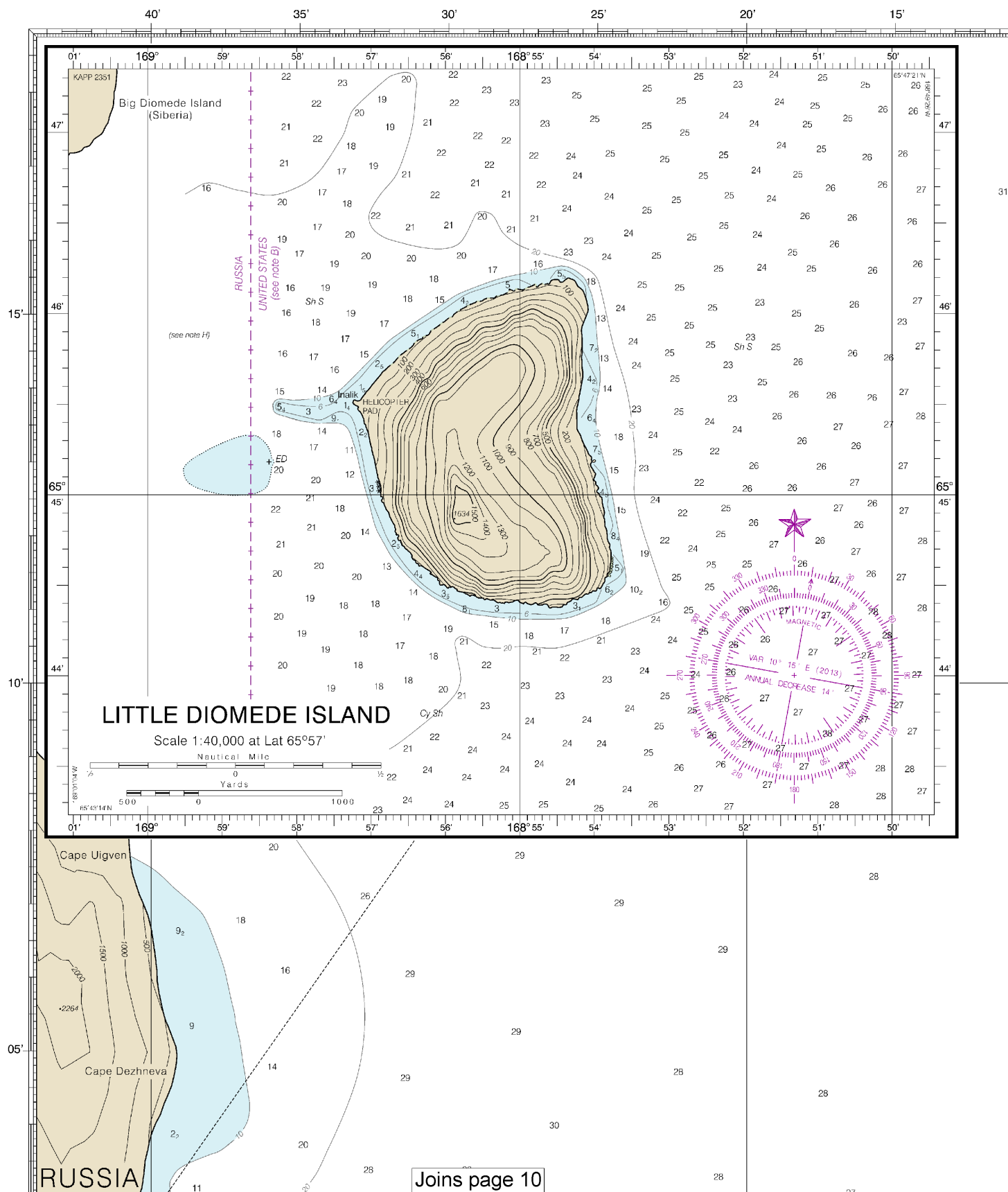
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

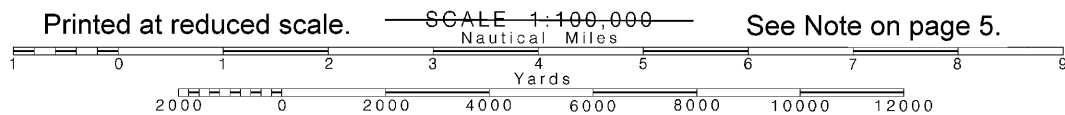
These volumes are available online at <http://www.navcen.uscg.gov>

16190

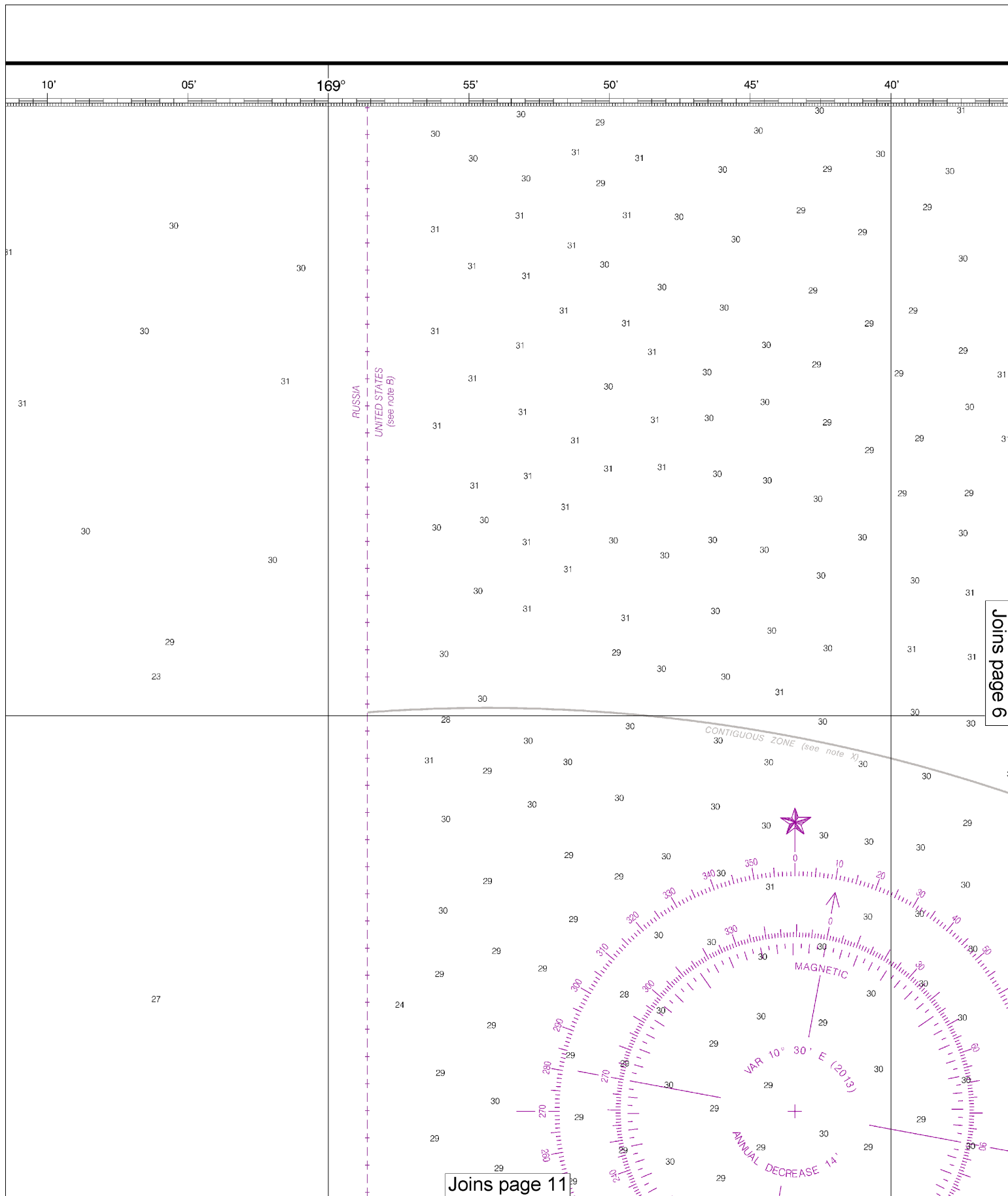


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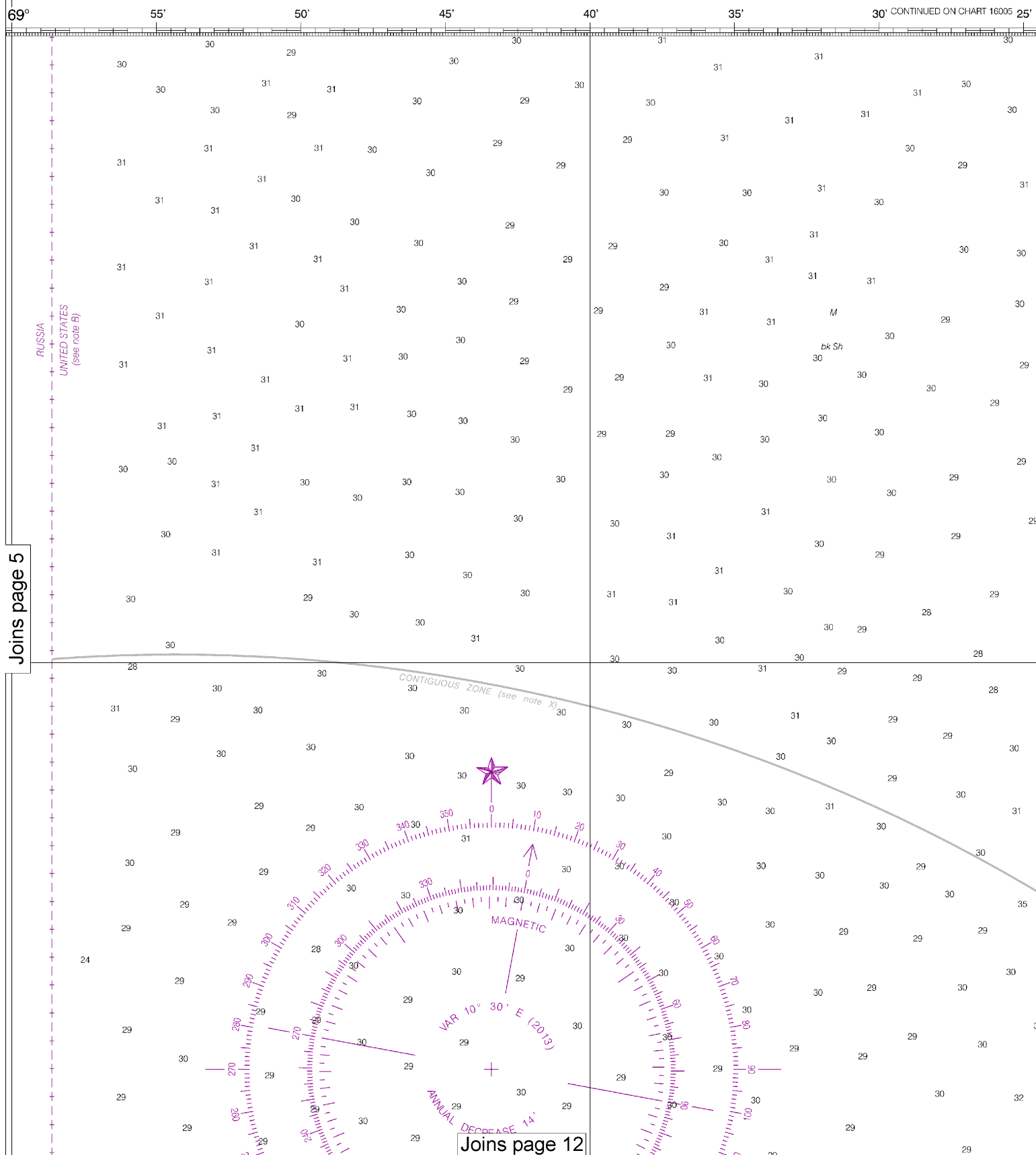
Note: Chart grid lines are aligned with true north.



See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:133333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



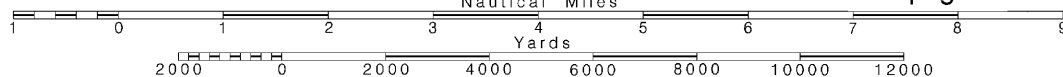
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Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

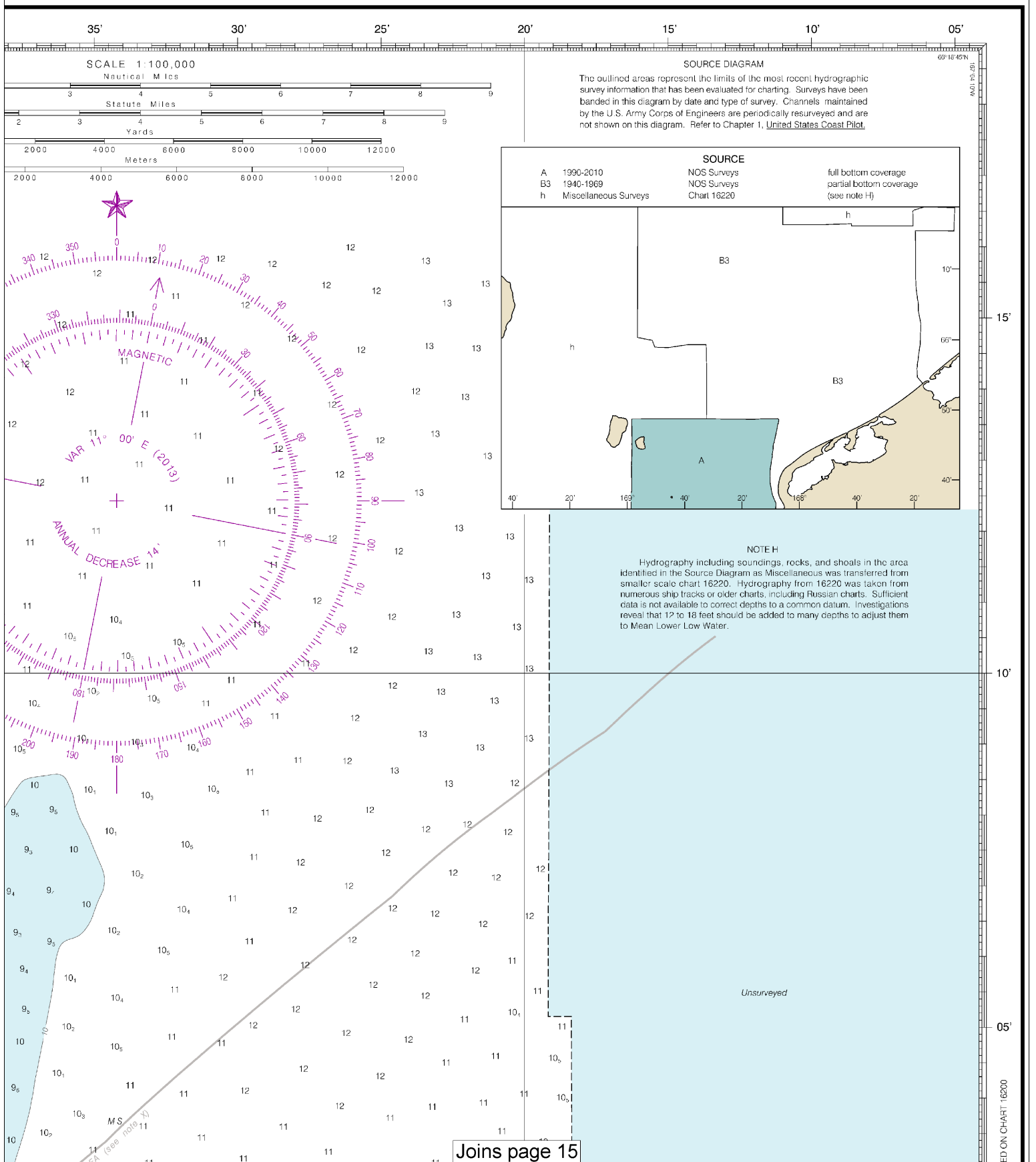


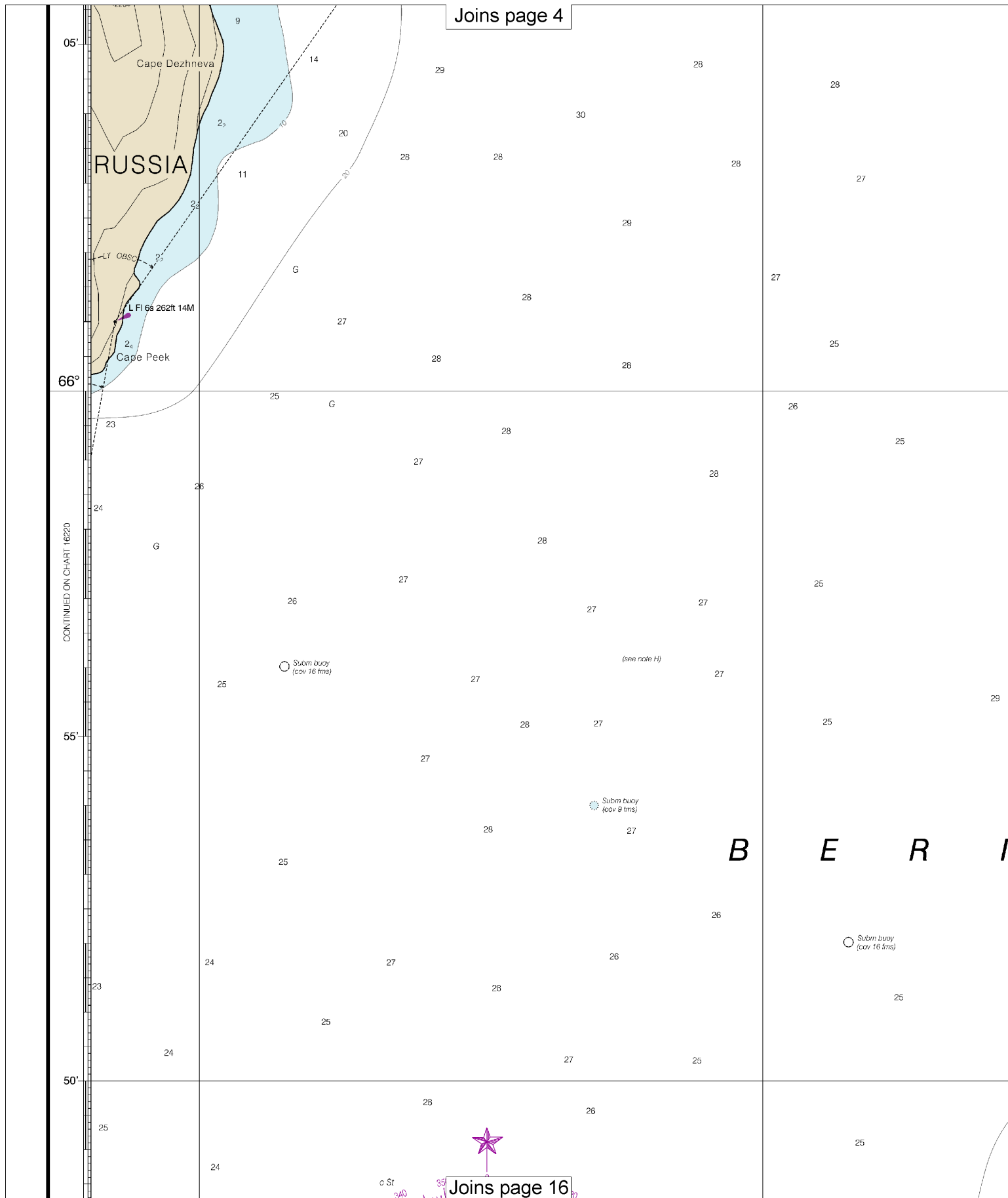
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# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





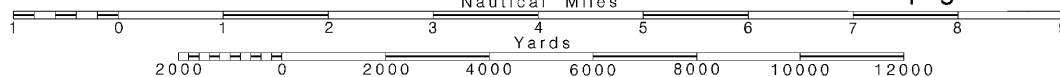
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Note: Chart grid lines are aligned with true north.

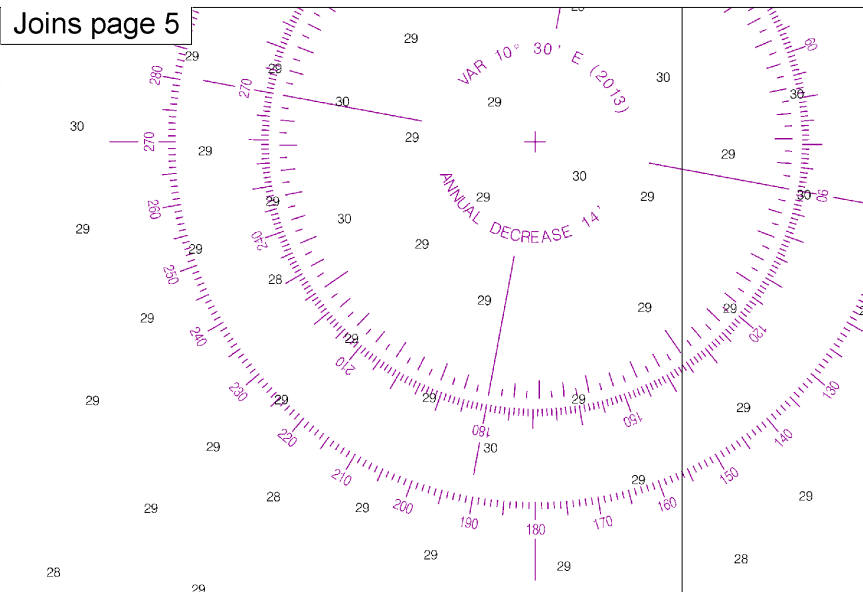
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



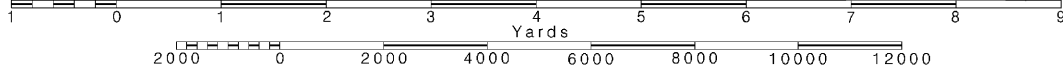
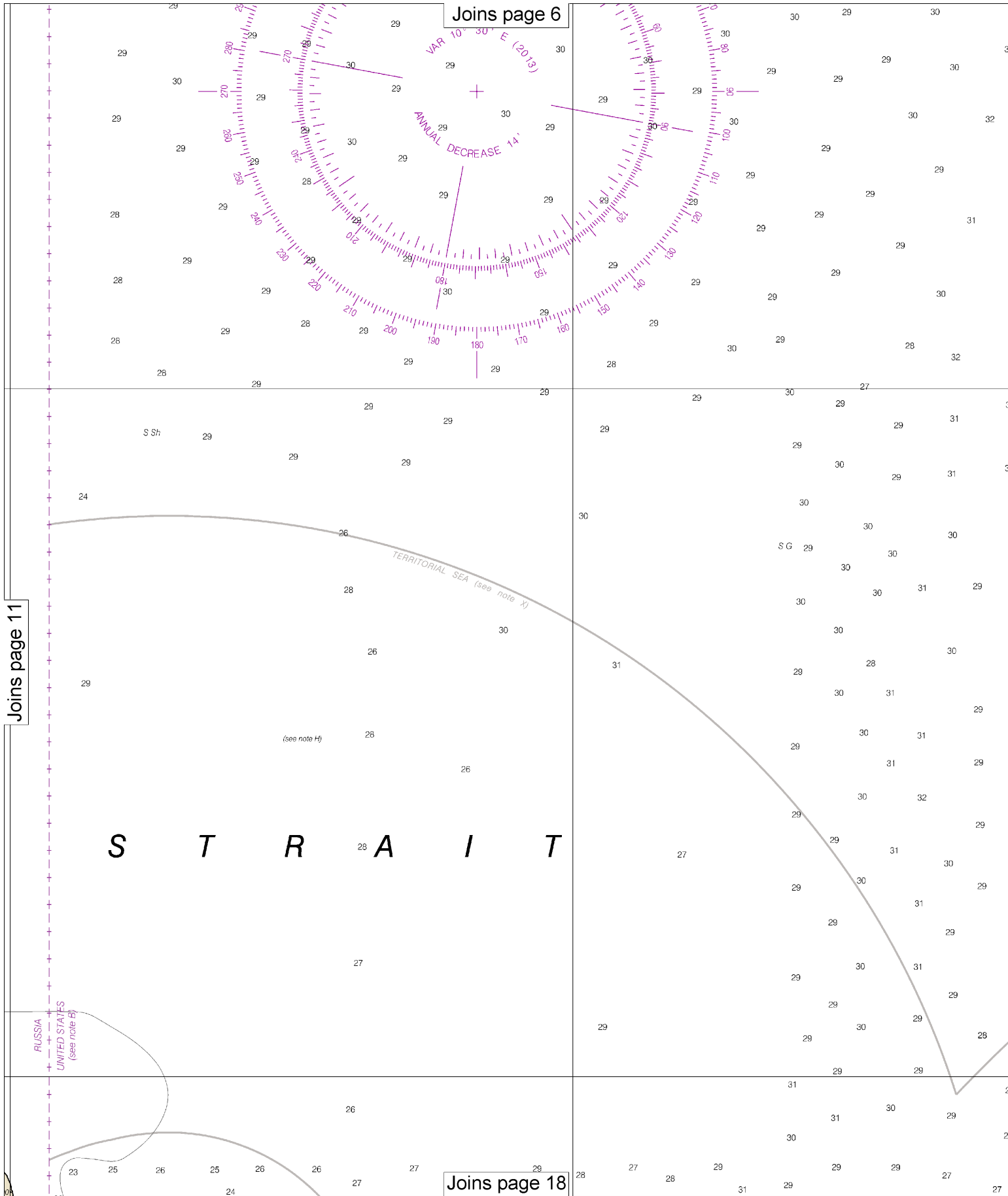
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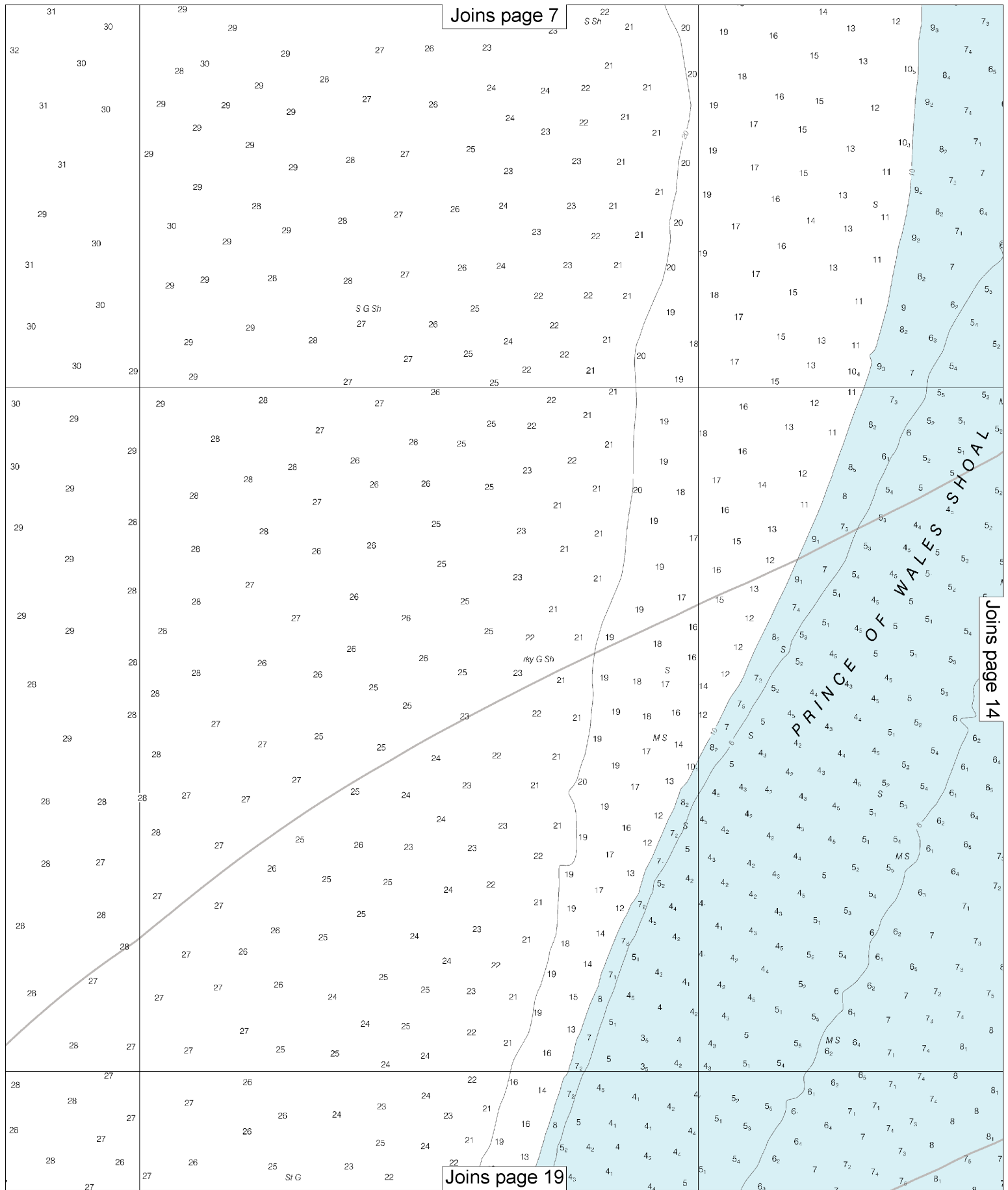


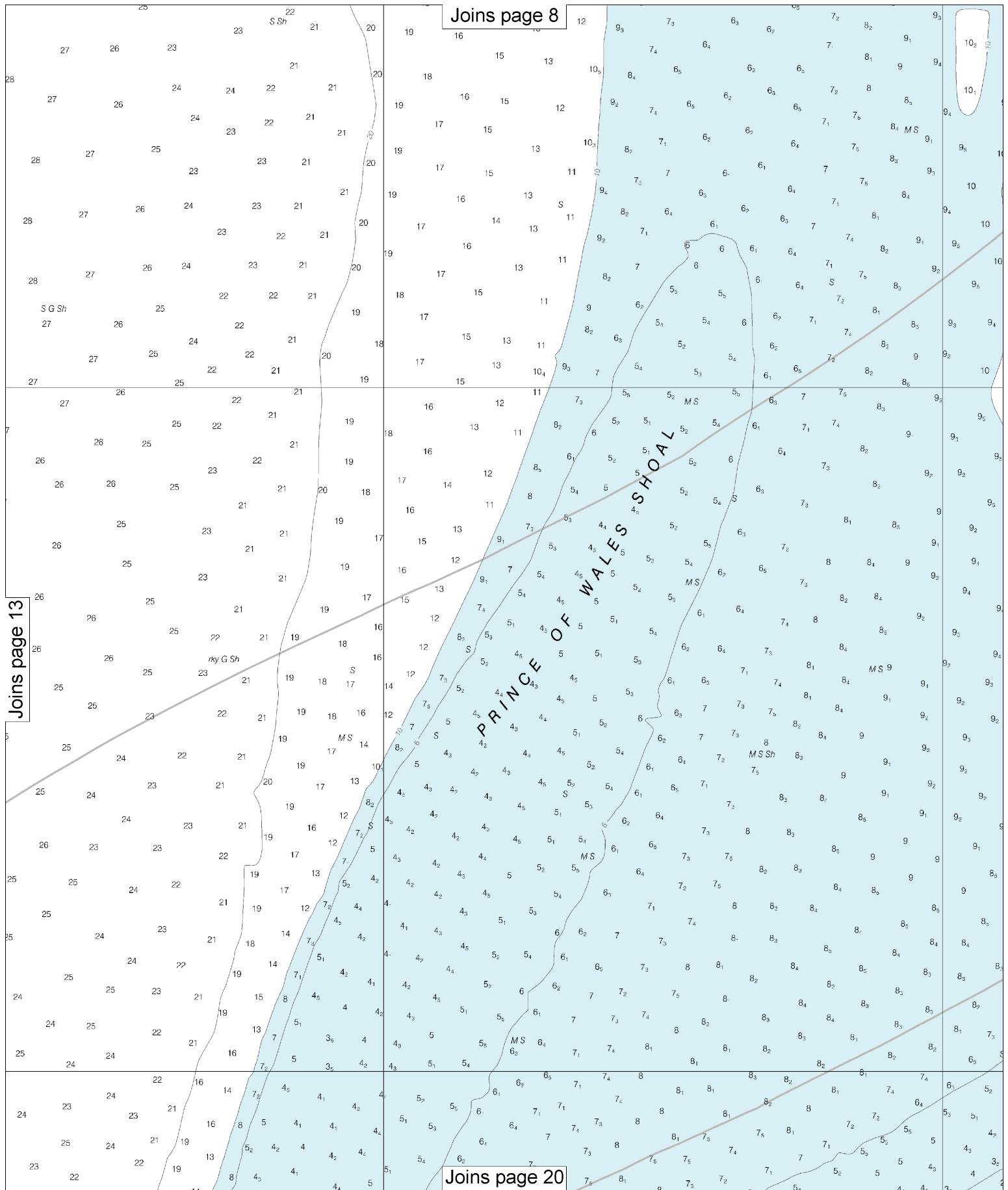
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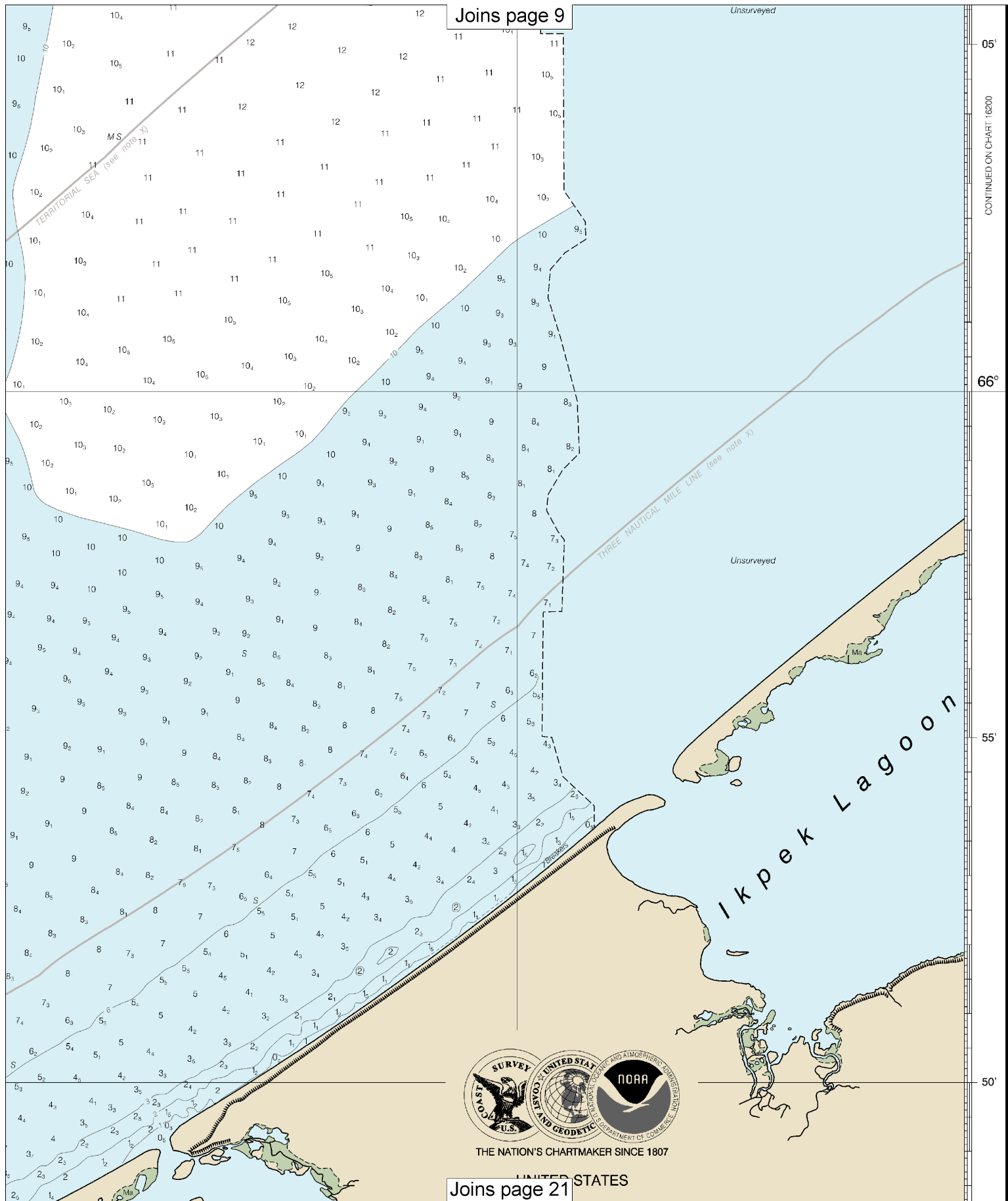


Joins page 17









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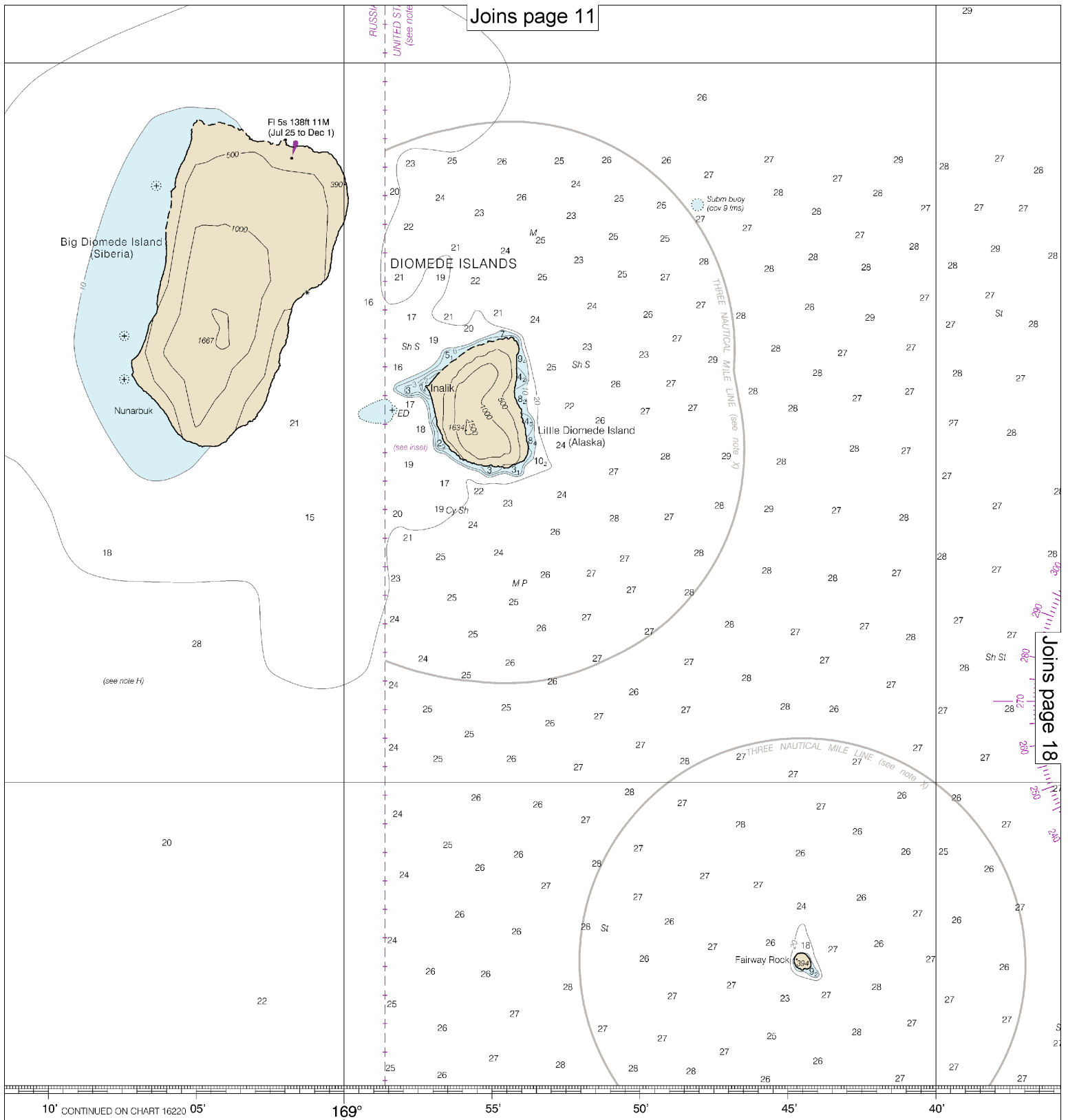
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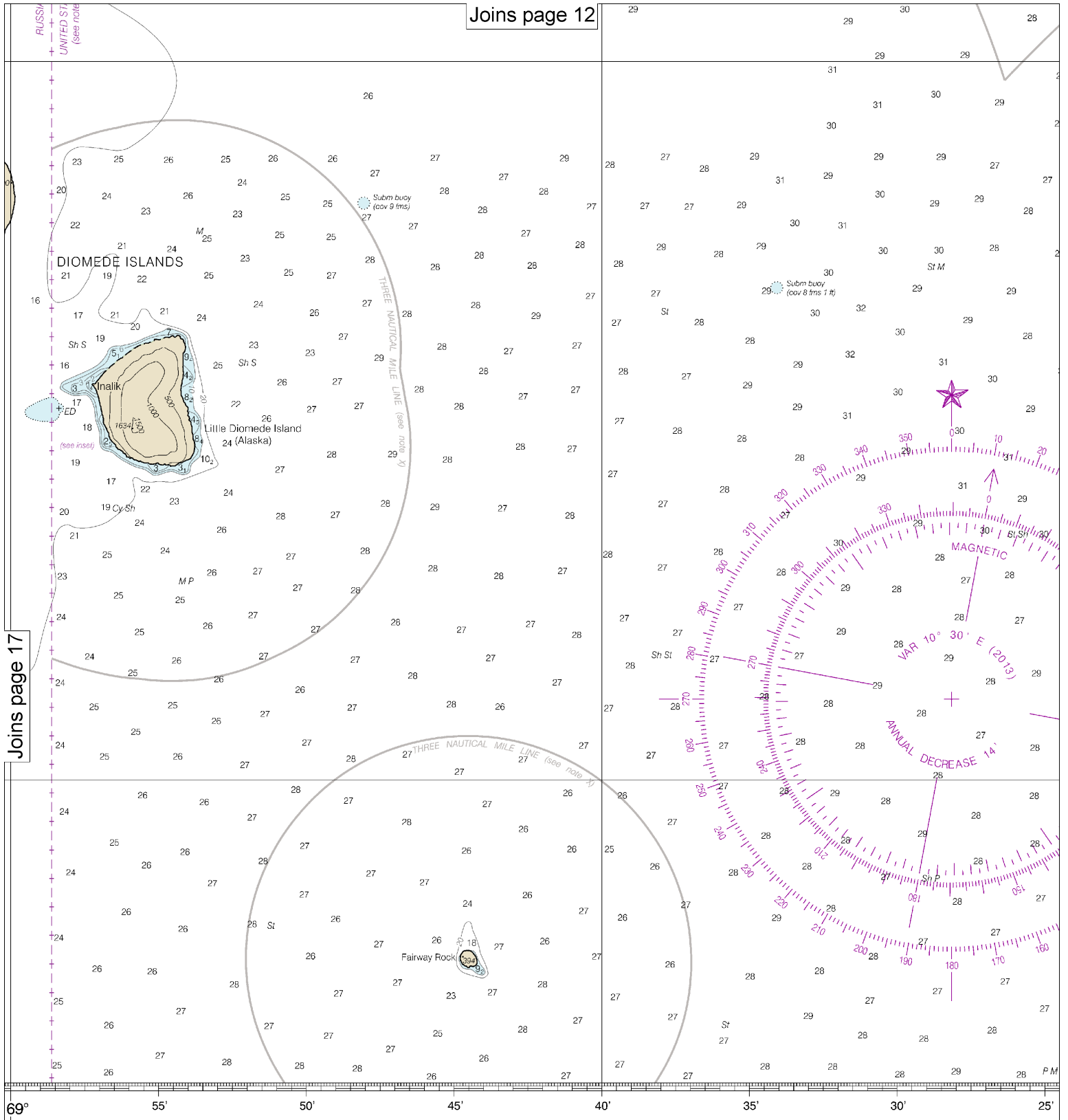
2870



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

ies or comments  
contact.htm.



**DEPTH SOUNDINGS IN FATHOMS**  
(SOUNDINGS IN FEET TO 11 FATHOMS)

Published at  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL SYSTEM OF SURVEYING  
COAST AND GEODETIC SURVEY

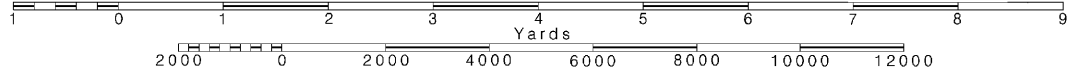
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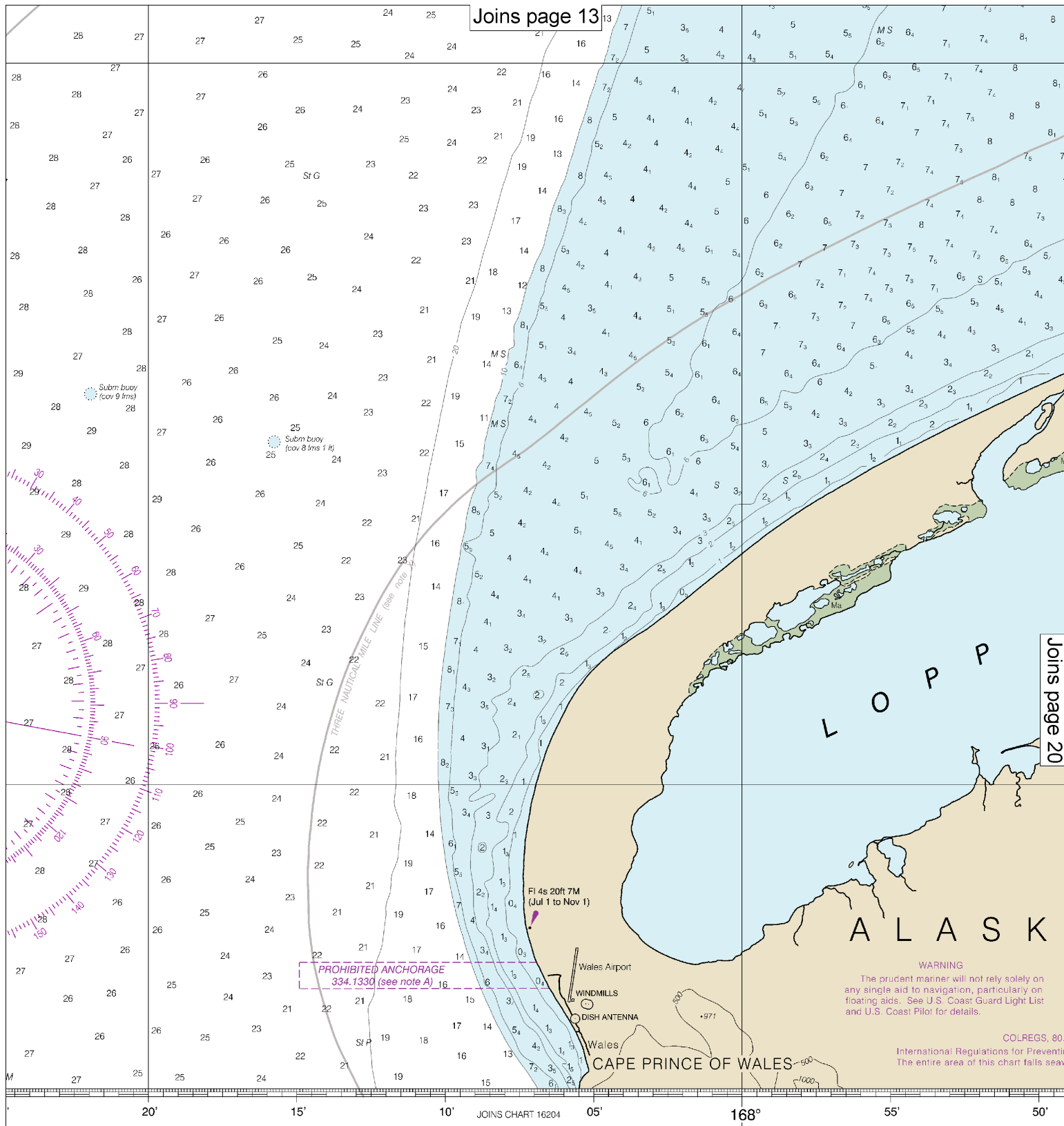
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.

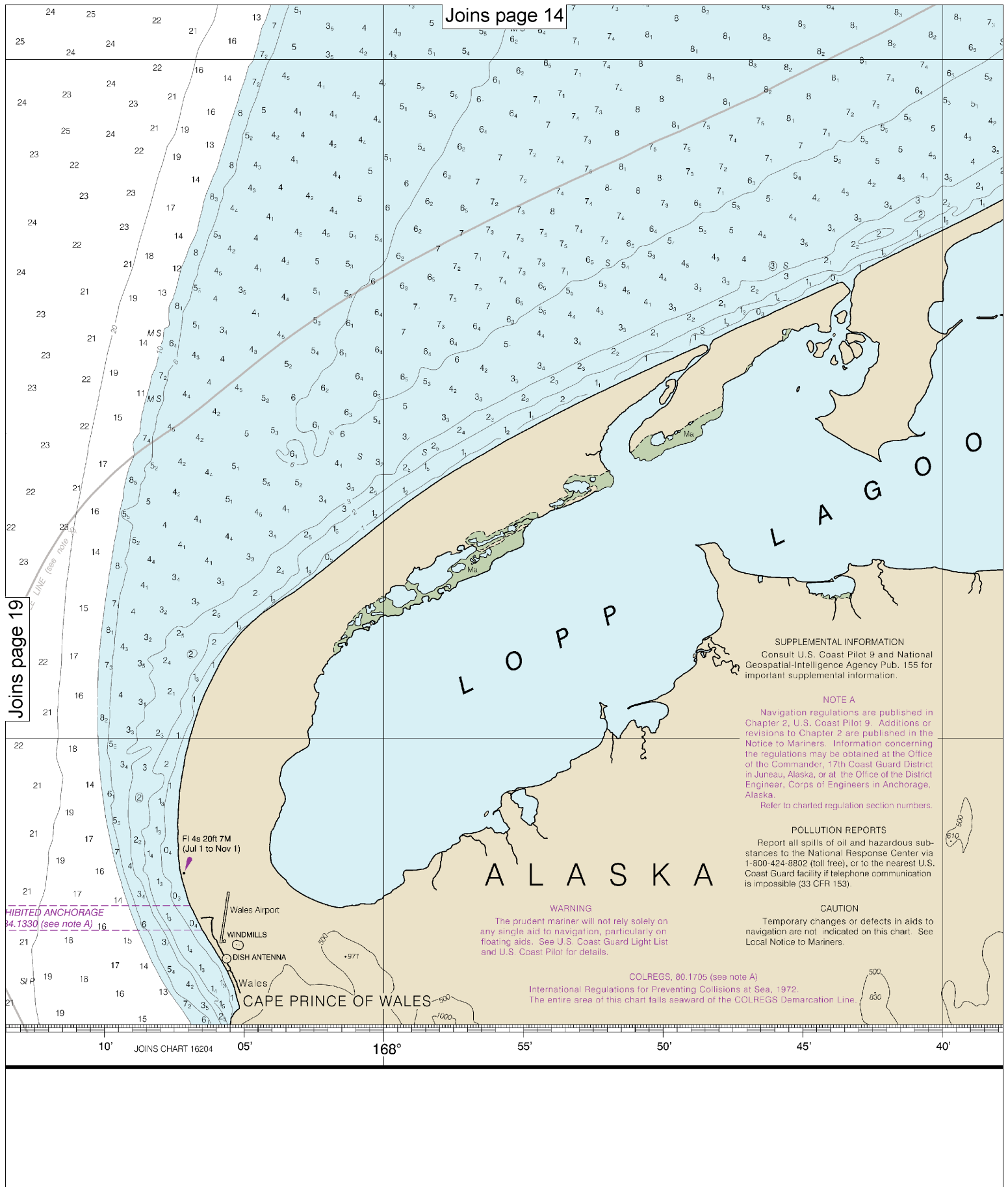




at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.  
 International Regulations for Preventing Collisions at Sea.  
 The entire area of this chart falls seaward of the 12-mile limit.



Joins page 14

Joins page 19

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 and National Geospatial-Intelligence Agency Pub. 155 for important supplemental information.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**PROHIBITED ANCHORAGE**  
4,1330 (see note A)

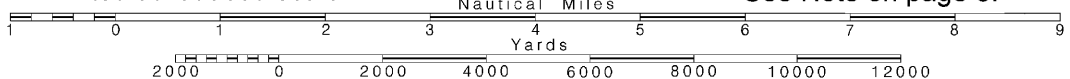
**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





UNITED STATES  
ALASKA - WEST COAST

# BERING STRAIT NORTH

Mercator Projection  
Scale 1:100,000 at Lat 65° 57'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High Water feet	Mean High Water feet	Mean Low Water feet
Tin City	(65°34'N/167°59')	1.0	0.8	0.1

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Mar 2013)

## NOTE B

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary.

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

## HEIGHTS

Elevations of rocks and lights are in feet above Mean High Water. Contour values and summit elevations are in feet and refer to Mean Sea Level.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

## COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.825' southward and 10.199' westward to agree with this chart.

Potato Mt

FATHOMS	2	3	4	5	6	7	8	9	10	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Bering Strait North

SOUNDINGS IN FATHOMS - SCALE 1:100,000

16190



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

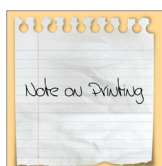
**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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